

BookletChartTM

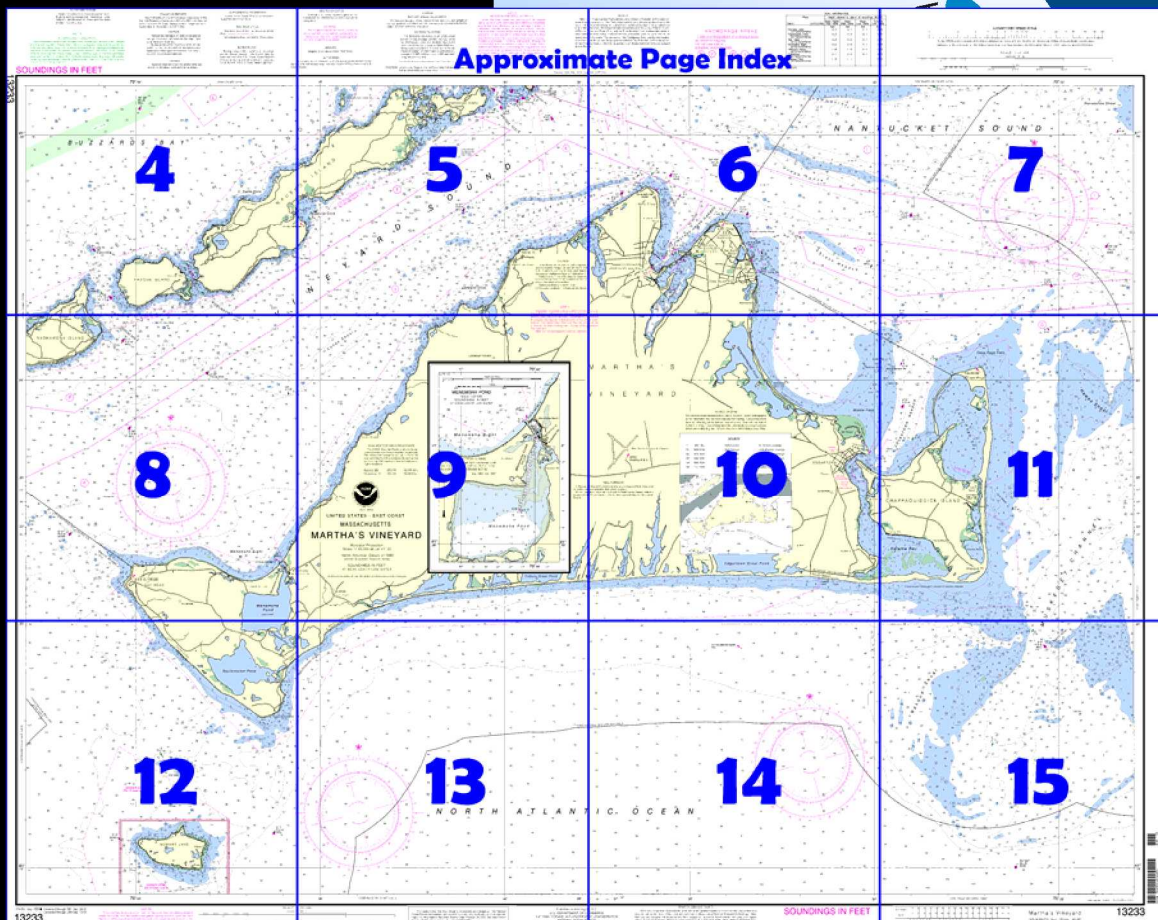
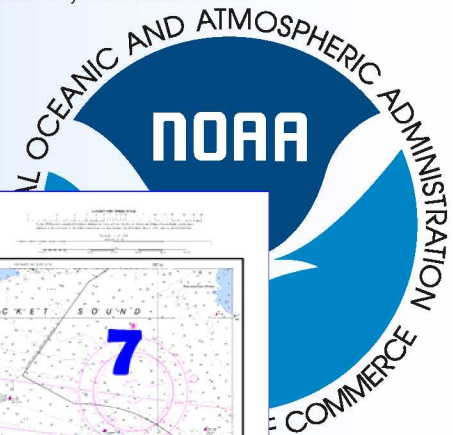
Martha's Vineyard

(NOAA Chart 13233)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

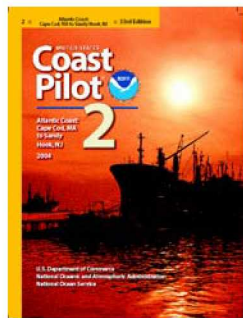
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 5 excerpts]

(38) **Middle Ground**, covered 4 to 17 feet, is the easterly half of a narrow, somewhat shifting ridge that extends for about 9 miles westward from a point about 0.5 mile northwestward of West Chop Light. A buoy is at the northeast end, and a lighted bell buoy off the southwestern end.

(39) **Lucas Shoal**, covered 12 to 18 feet, is the southwestern end of the ridge. It is separated from the Middle Ground by a natural channel with a depth of 31 feet. A buoy marks the

southwestern end of the shoal.

(40) **Lake Tashmoo**, a landlocked pond on the northwest side of Martha's Vineyard, is entered through a narrow jettied entrance which had a reported controlling depth of 2½ feet in September 1981. The lake, only used by local craft, has general depths of 3 to 10 feet. A private

seasonal light marks the east jetty and private seasonal buoys mark the channel through a shoal area just inside the entrance.

(41) A 4 mph **speed limit** is enforced in the pond. Anchoring is prohibited in the entrance channel.

(42) A small boatyard is on the easterly side of the lake; a flatbed trailer can handle craft up to 30 feet for hull and engine repairs. Guest moorings and limited supplies are available.

(45) **Menemsha Creek**, on the northwestern shore of Martha's Vineyard and about 3 miles eastward of Gay Head Light, is entered from Menemsha Bight through a dredged channel that leads southeastward to **Menemsha Basin**, on the north shore just inside the entrance. From the basin, the dredged channel continues southward through the creek to Menemsha Pond, about 1 mile above the entrance. The entrance to the creek is protected by jetties. The east jetty is marked by a light. A bell buoy, about 300 yards northwestward of the light, marks the channel approach, and buoys and daybeacons mark the channel.

(46) In October 1991-March 1992, the controlling depth was 10 feet at midchannel to Menemsha Basin, thence 1½ feet could be carried to Menemsha Pond; thence 5½ to 10 feet was available in the larger northwestern part of Menemsha Basin and 3½ to 5 feet in the smaller southeastern part, except for shoaling to 1 foot in the southeastern corner. The channel south of Menemsha Basin is reported to shoal rapidly after dredging; mariners are advised to seek local knowledge before attempting to go beyond Menemsha Basin.

(47) **Menemsha** is a small fishing village on Menemsha Basin.

Menemsha Pond, a rectangular basin about 1 mile long and 0.7 mile wide, has general depths of 2 to 18 feet, with the deepest water in the southern half of the pond.

(48) The mean range of tide in Menemsha Bight is 2.7 feet. The tidal currents through the entrance have an estimated velocity of 3 knots or more. Slacks are reported to occur 45 minutes after local high and low waters.

(49) Guest moorings are available in Menemsha Basin, and anchoring is permitted in the pond. Berths are also available at the public facilities at Dutcher Dock, on the northeast side of the basin. Commercial fishing and charter boats berth at the dock or at the private piers on the west side of the basin. **Menemsha Coast Guard Station** is on the south side of the basin. The **harbormaster** controls all berthing and mooring in the basin. The harbormaster has an office at Dutcher Dock and can be contacted by radiotelephone on VHF-FM channel 16 or by telephone (508-645-2846).

(50) A marina is on the east side of Menemsha Basin. Repairs and hauling of craft to 45 feet can be arranged. Gasoline, diesel fuel, water, ice, launching ramp, and marine supplies are available.

(53) **Devils Bridge** is a reef making off 0.8 mile northwestward of Gay Head. The reef has a depth of 2 feet about 0.4 mile offshore and 17 feet at its end.

(54) **Nomans Land**, about 5.5 miles southward of Gay Head, is a prominent, high, and rocky island. Except for a small section on its northwestern side, the shore consists of clay and gravel cliffs 10 to 18 feet high with boulders lining the shores. In the interior of the island are many hills, the highest over 100 feet high, with considerable marshy area between the hills. A **danger zone** surrounds Nomans Land.

(55) Several sunken rocks and ledges are in the passage between Nomans Land and Martha's Vineyard. **Lone Rock**, covered 8 feet, and **Old Man**, a ledge covered 4 feet, are marked by buoys. A buoyed channel about 0.7 mile wide between the islands may be used by small vessels in the daytime. Shoal water extends 0.5 mile southward of **Squibnocket Point**, the southernmost point of Martha's Vineyard.

(81) **Lackeys Bay**, between Nonamesset Island and **Jobs Neck**, the southeastern extremity of Naushon Island, is shoal with numerous bare rocks.

(82) In November 1990, an unexploded World War II ordnance was reported about 0.5 mile southeastward of Lackeys Bay in about 41°29'34.5"N., 70°41'15.0"W.

Table of Selected Chart Notes

Corrected through NM Oct. 25/08
Corrected through LNM Oct. 14/08

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection

Scale: 1:40,000 at Lat 41° 22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.396" northward and 1.888" eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ---
Submerged piling may exist in these areas.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

ANCHORAGE AREAS

110.140 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES



Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE B

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Nomans Land	(41°16'N/70°49'W)	feet 3.3	feet 3.1	feet 0.1
Squibnocket Point	(41°19'N/70°46'W)	3.2	3.0	0.1
Gay Head	(41°21'N/70°50'W)	3.2	3.0	0.1
Edgartown	(41°23'N/70°31'W)	2.1	2.0	0.1
Wassque Point	(41°22'N/70°27'W)	1.2	1.1	---
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov . (Sep 2008)				

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

RAIDERS REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhoda Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2 Chapter 5, 6 or 7 as appropriate.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (tol. free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

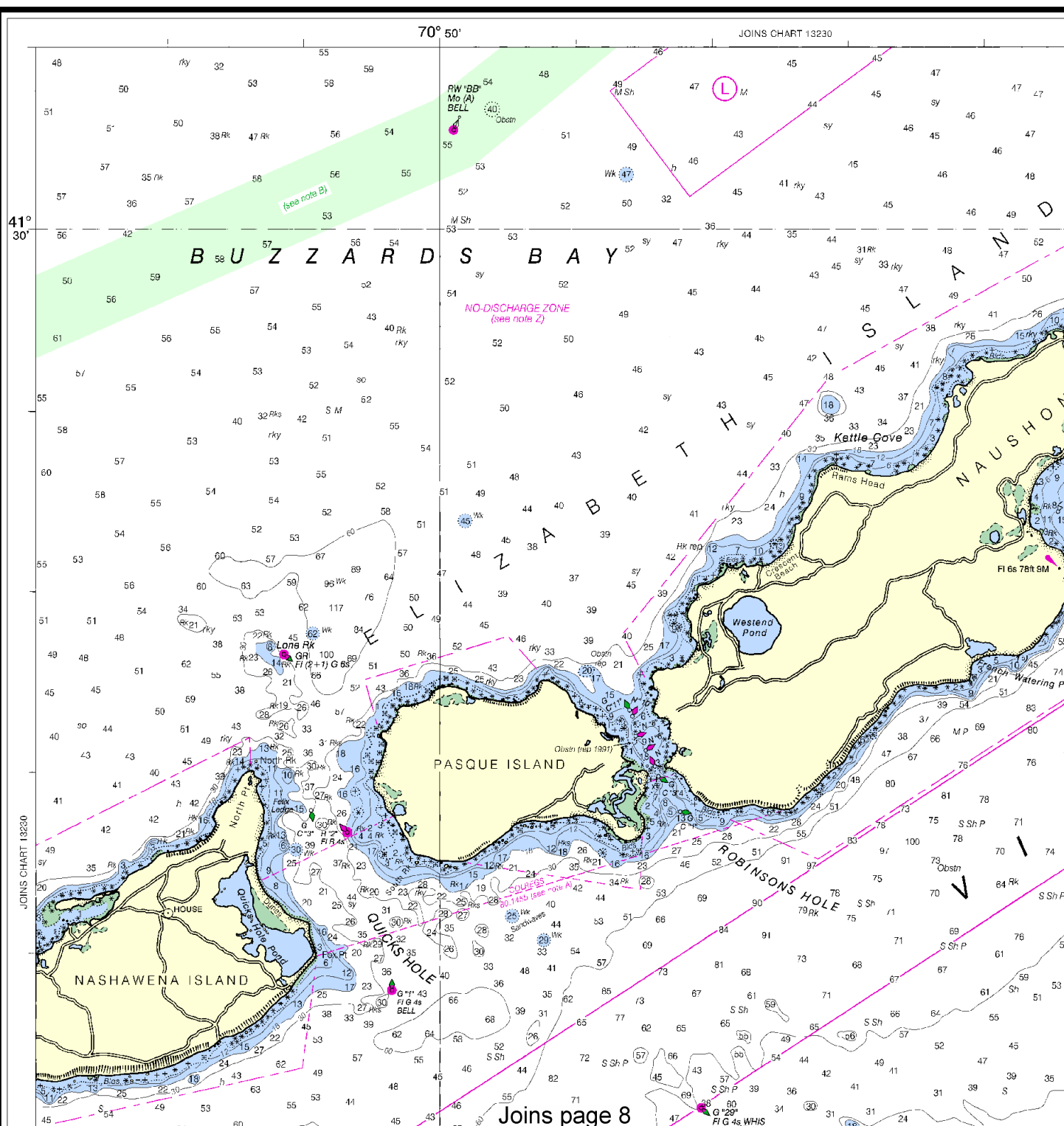
RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Office as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Hydrographic Survey, with Coast Guard

SOUNDINGS IN FEET

13233



4



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ANCHORAGE AREAS

110.140 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES

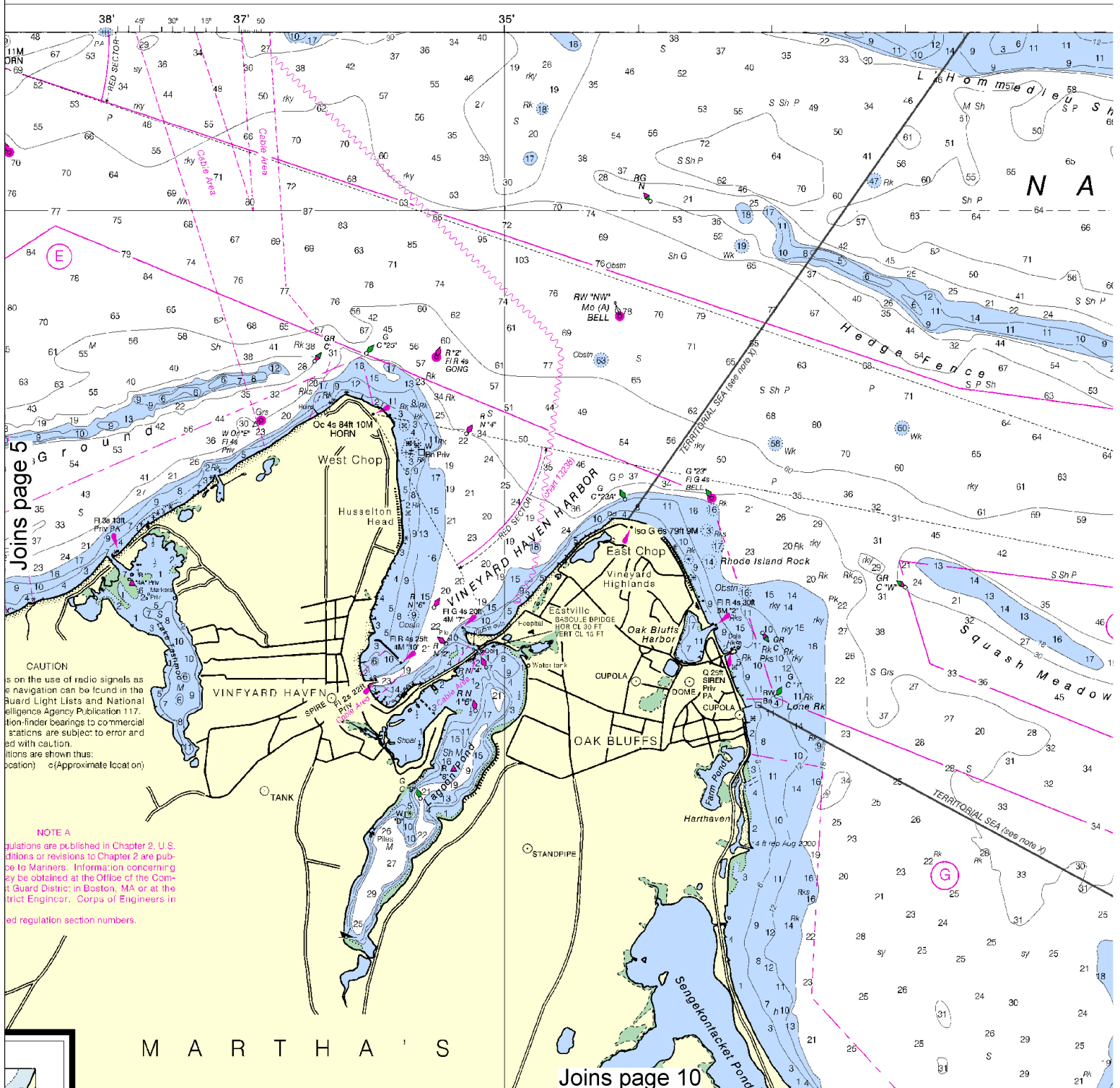
E F G H I L

TIDAL INFORMATION

NAME	HEIGHT	(LAT/LONG)	Height Mean Ht High W:
Narragansett	4' 6" N	41° 06' N/70° 49' W	3.3
Squibnocket Point	4' 6" N	41° 09' N/70° 46' W	3.2
Gay Head	4' 12" N	41° 21' N/70° 50' W	3.2
Edgartown	4' 12" N	41° 23' N/70° 3' W	2.1
Vaquero Point	4' 12" N	41° 22' N/70° 27' W	2.1

Dashes (---) located in datum columns indicate unavailable datum values for tide predictions, and tidal current predictions are available on the Internet for (Sep 2006).

Formerly C&GS 264, 1st Ed., Aug. 1963 KAPP 2110



LOGARITHMIC SPEED SCALE

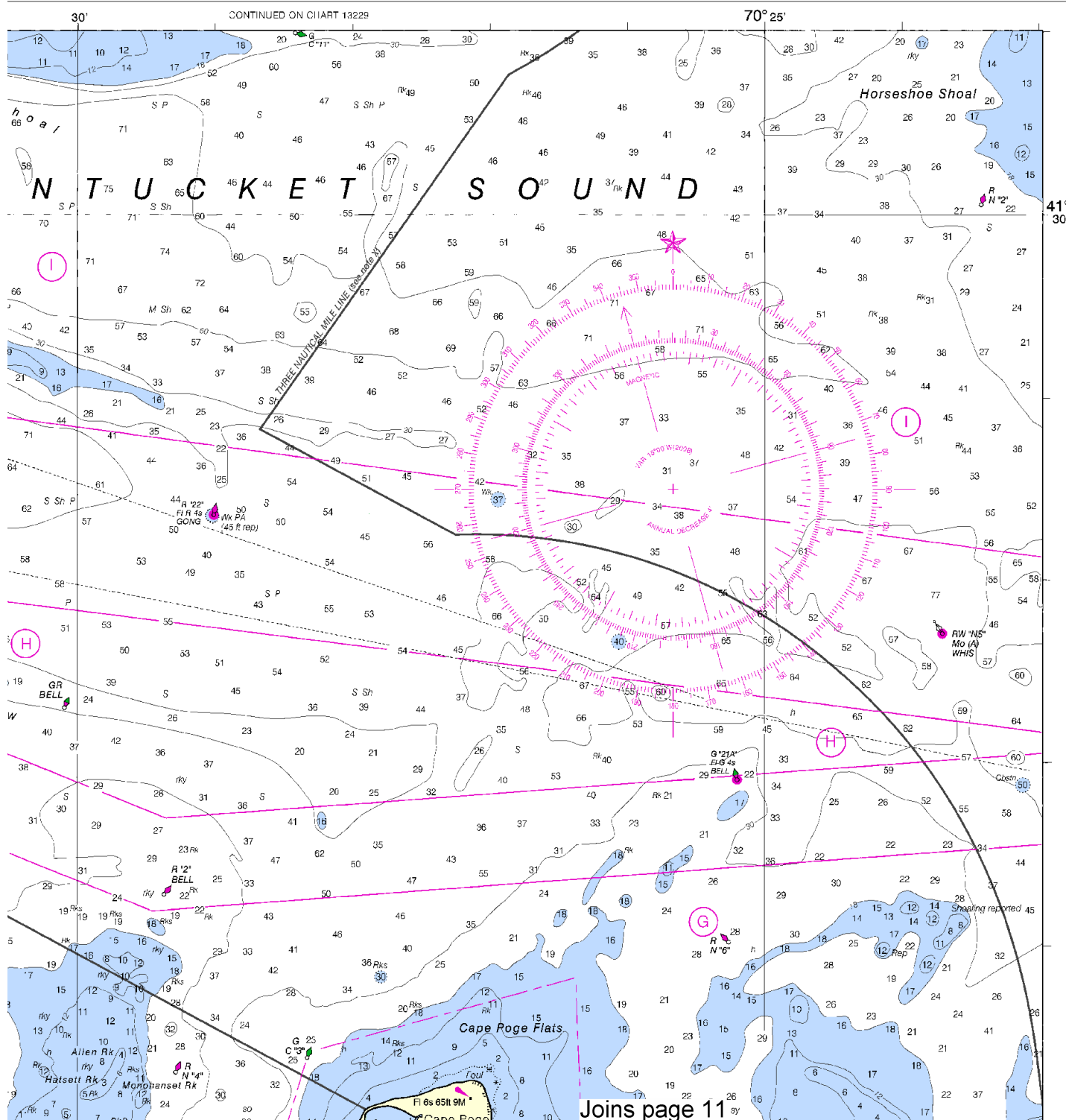
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find **SPEED**, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000

Nautical Miles

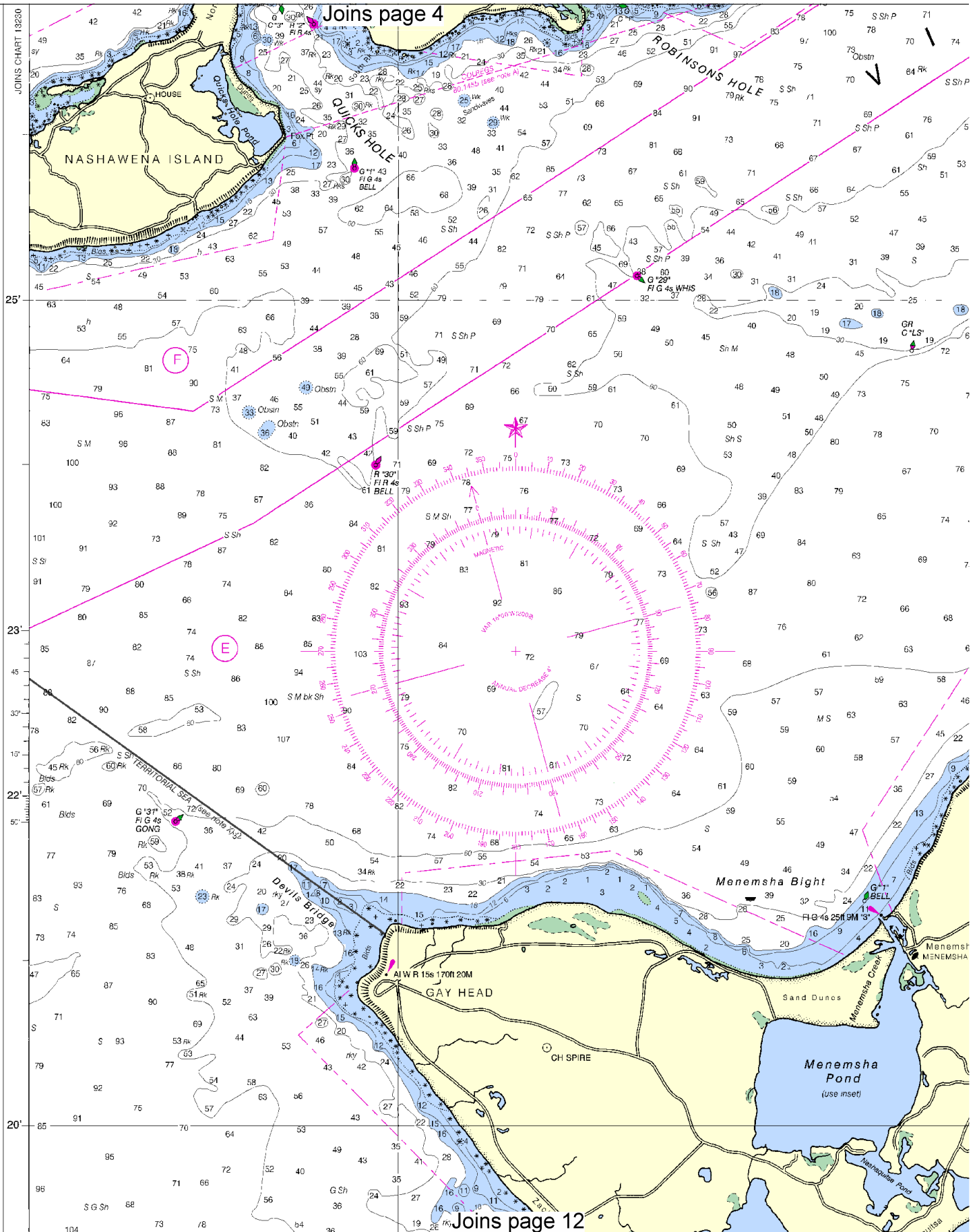
Yards



13233

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

7



8



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

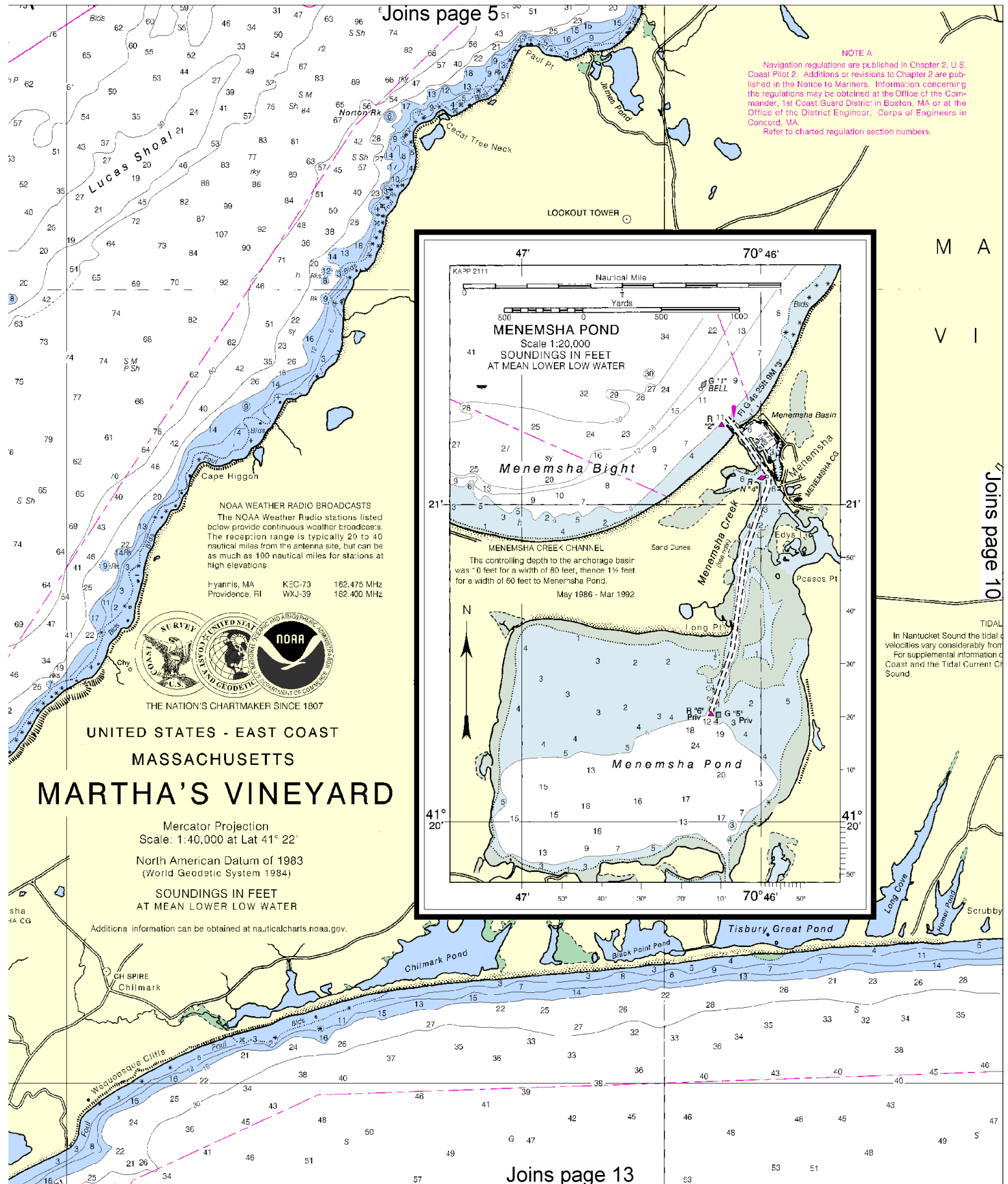
See Note on page 5.



Joins page 5

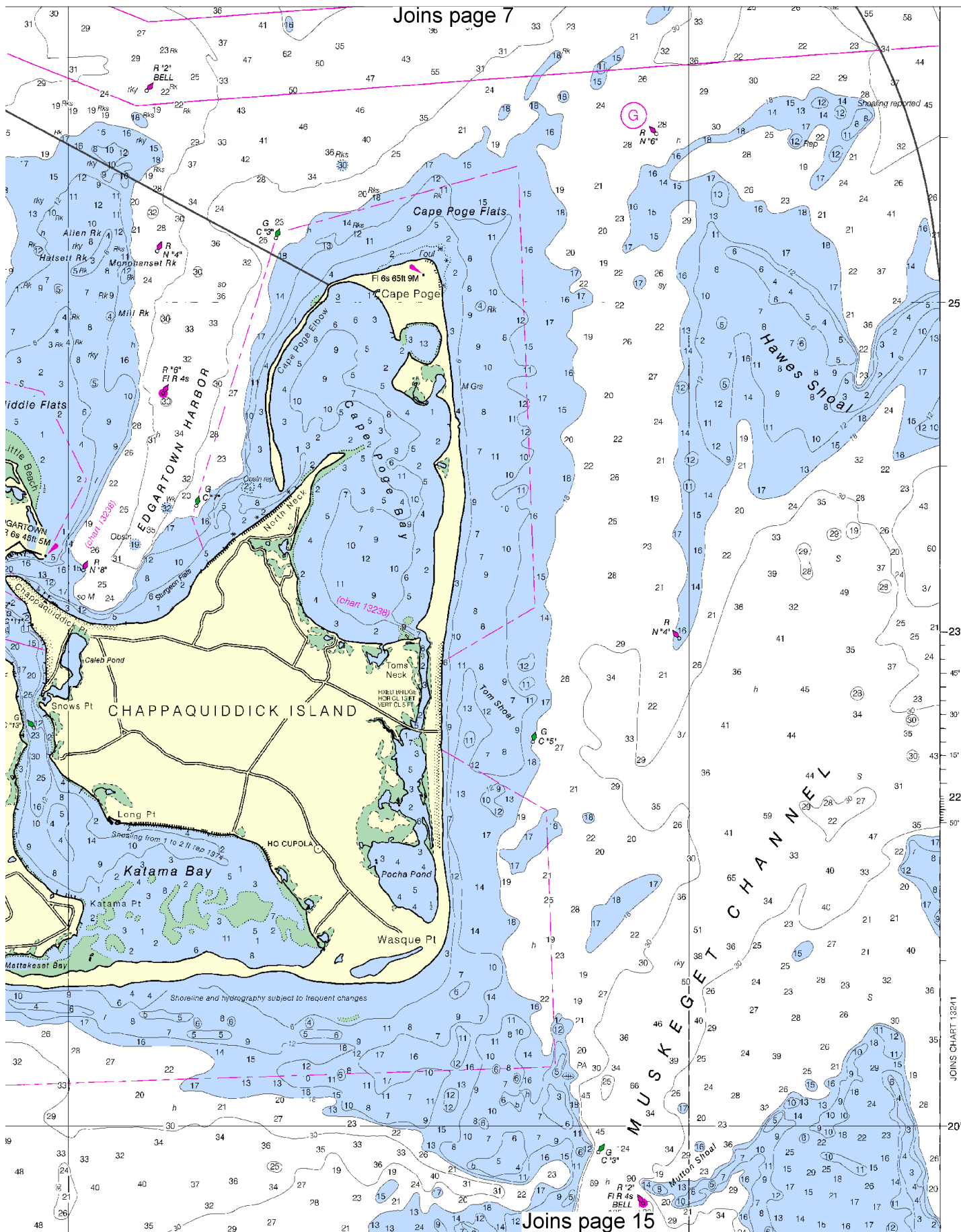
NOTE A

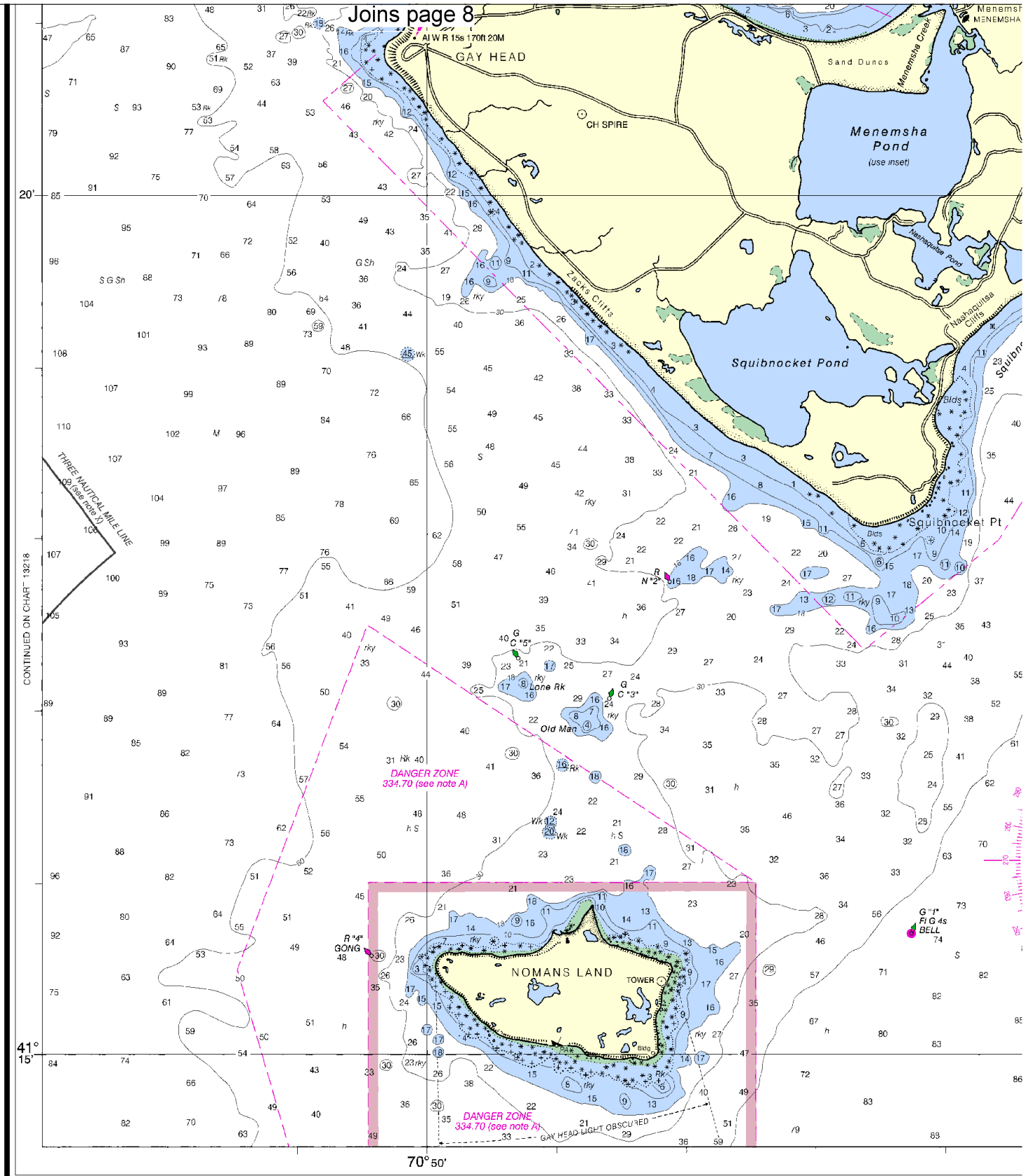
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.



Joins page 13







18th Ed., Oct. / 08 ■ Corrected through NM Oct. 25/08
Corrected through LNM Oct. 14/08

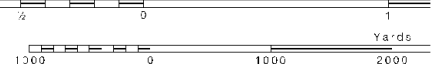
13233

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district; to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SCALE 1:10,

Nautical Miles



12

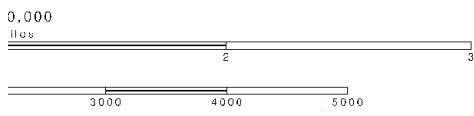
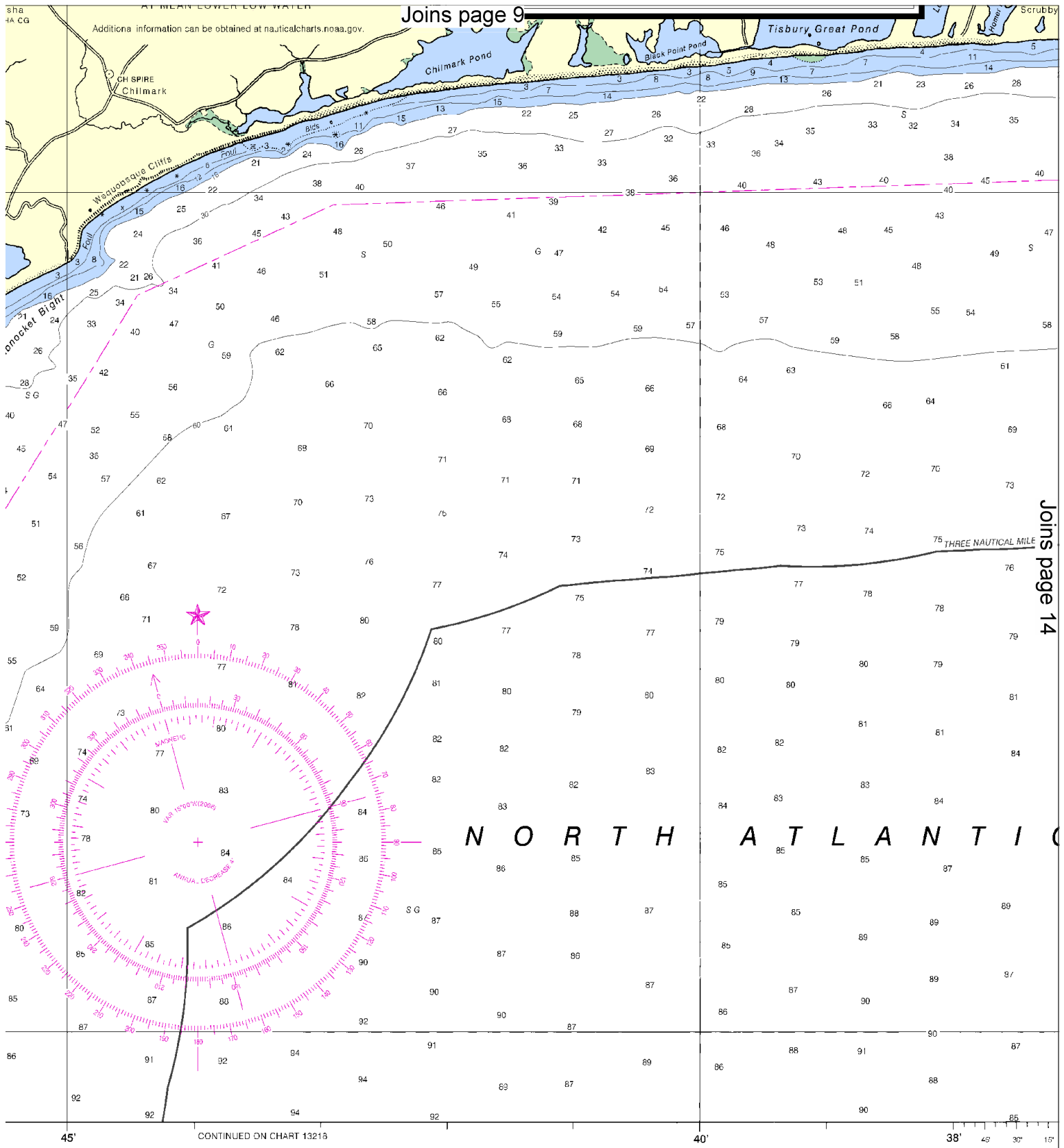


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

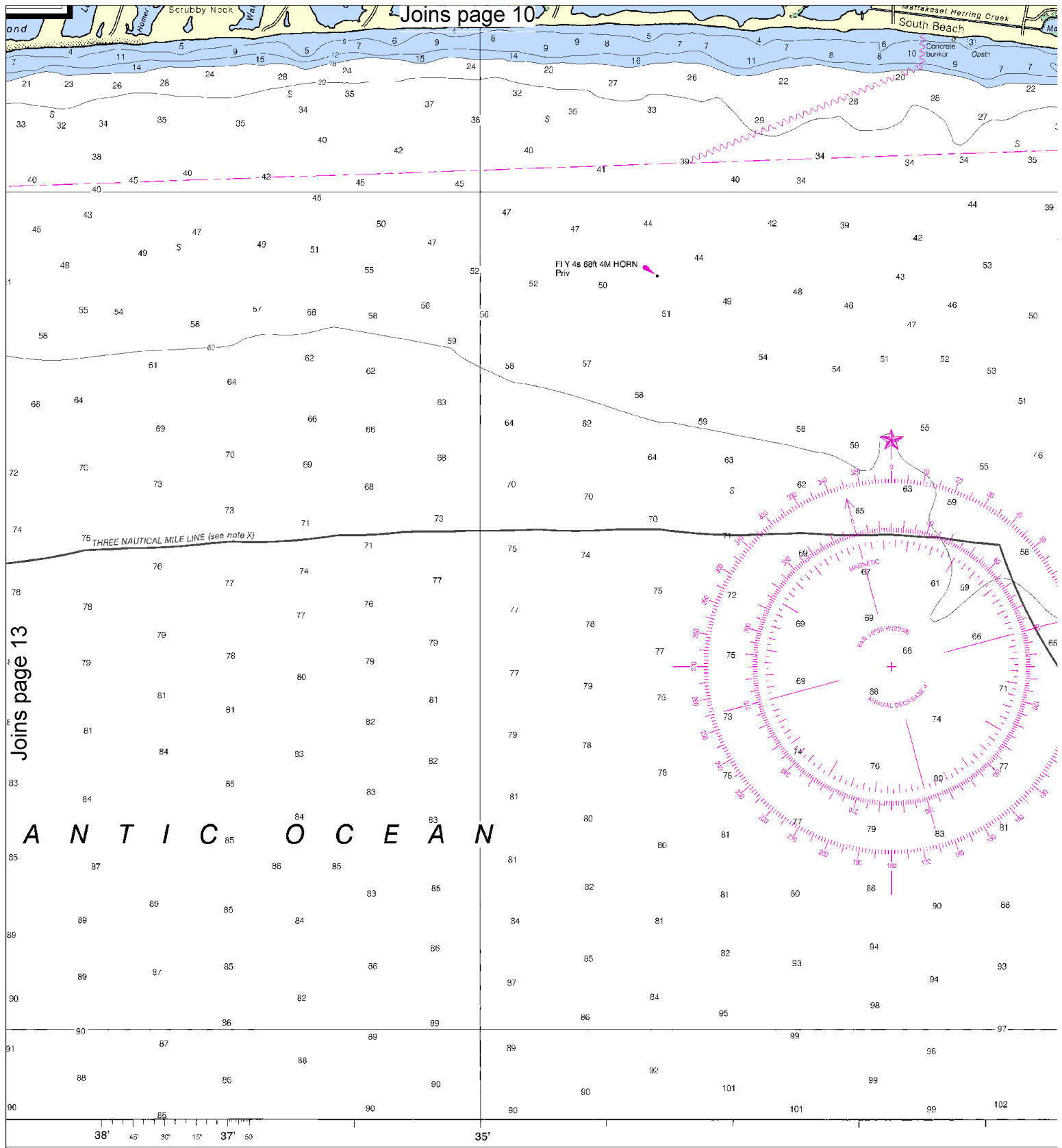
See Note on page 5.





This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com> or help@OceanGrafix.com.

SOUNDINGS IN FEET

14

North

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

Yards

See Note on page 5.

100

100

BIBLIOGRAPHY

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Woods Hole – 800-632-8075/508-457-3254

Coast Guard Brant Point – 508-228-0398

Coast Guard Menemsha – 508-645-2662

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

